

Butcher Ranch Trail Safety & Enhancement Project (FINAL)

FOR OFFICE USE ONLY:

Version # _____

APP # 700568

A. Statement of Development Activity

The Butcher Ranch Trail Safety and Enhancement Project is comprised of two proposed actions: 1) constructing approximately 2.2 miles of single-track (24-30 inches wide) trail extension, and; 2) constructing approximately 600 feet of 4x4 trail reroute and decommissioning 300 feet of existing overly steep (30% grade) 4x4 trail. The purpose and need for these projects are to: 1) increase the safety for users of the extremely popular Butcher Ranch Trail system; 2) improve trail user experience, and; 3) arrest erosion on a problematic section of trail.

The single-track trail extension would be constructed by a combination of Forest Service personnel and volunteers using hand tools to maintain the desired narrow 24"-30" width. The trail is designed with sustained grades averaging about 6% and an undulating alignment that would create a self-draining trail. The small perennial stream crossings, and their approaches, would be hardened using paver blocks to mitigate erosion and sedimentation potential. Construction would be conducted through a combination of Forest Service personnel and volunteers (motorcycle and mountain bike) under Forest Service direction.

The 600' of 4x4 reroute construction and 300' of obliteration would be implemented using a dozer. The reroute would be constructed to sustainable grades of 8%-12% slopes with incorporated rolling dips (undulating alignment), drastically reducing erosion potential and the need for maintenance. The old overly steep alignment would be uncompacted using rippers and blocked from use to re-establish infiltration, arrest erosion and facilitate revegetation.

To complete this project, the Yuba River Ranger District will utilize volunteers and volunteer leader time as a match. Those volunteers will come from numerous groups, including: High Sierra Motorcycle Club, No Toil (motorcycle air filter company), Sierra Buttes Trail Stewardship (non-profit trail group), Downieville Outfitters, and the Nevada County Woods Riders. Volunteer activities include all aspects of trail construction including brushing and clearing of vegetation, tread construction, and the construction of rock walls along the trail.

B. Relation of Proposed Project to OHV Recreation

The Butcher Ranch Trails (both single-track and 4x4 sections) are popular OHV trails. The Butcher Ranch Trail Safety and Enhancement Project is designed to: 1) increase the safety for all users; 2) improve trail user experience, and; 3) arrest erosion on a problematic section of trail.

1) Safety - The Butcher Ranch Trail is part of a 14-mile, almost all single-track, trail network that starts at the 93-3 Road near Packer Saddle and ends near the town of Downieville. This trail system is extremely popular with mountain bikers and experienced motorcyclists (has seen 20,000 users over a season). The beginning section of the existing Butcher Ranch Trail is a 4X4 trail and is a potentially hazardous section of trail given the heavy use, the trail's geometry, and the mixed users. Its steep grade, width and alignment allows for very high rates of speed on segments with short sight distances. It is common for trail users to obtain speeds approaching 30 mph, in sections. At these speeds sight distances are too short for safe mixed traffic (hikers, mountain bikers, motorcycles, ATVs, 4x4s and to a limited extent equestrians), all of which use the trail and travel in both directions.

In addition, it is expected that OHV use on this section of 4X4 trail will dramatically increase in the near future based on a Mixed Traffic Analysis recently conducted on the 93-3 Road, as part of the Tahoe National Forest Travel Management process. That analysis indicates that risks of serious accidents between OHVs and passenger vehicles on the 93-3 Road would be reduced by diverting the OHV traffic onto the Butcher Ranch 4X4 Trail. Therefore, OHV users traveling from the Sierra Buttes/Packer Saddle area to the popular Gold Valley OHV trails would need to use the Butcher Ranch 4X4 Trail. Most mountain bike riders and motorcycle riders would prefer and choose to take the single-track option and avoid the 4X4 section. The new trail would be safer because speeds would be reduced and there would be less mixed traffic.

2) Experience Enhancement – Experiences for both motorcycle and mountain bike riders would be greatly enhanced by

constructing the proposed 2-mile single-track trail extension, creating a completely single-track trail experience all the way from the Packer Saddle area to the Town of Downieville. The single-track trails in this area also provide highly technical challenges and a remote forest setting desired by many. Single-track trail opportunities available to motorcyclists are being lost throughout California. This project will help to sustain such highly valued opportunities.

3) Erosion – The existing first 300 feet of the Butcher Ranch 4X4 Trail has segments of over 30% slope. This steepness is unsustainable, as evidenced by the rutting and constant maintenance required. Rerouting this portion of the trail to sustainable grades of 8%-12% slopes with rolling dips incorporated into the alignment, would drastically reduce erosion and need for maintenance. The old overly steep trail alignment would be obliterated and blocked from use to re-establish infiltration and arrest erosion. These actions will help ensure the trails' long-term sustainability.

C. Size of the proposed development

The new single-track trail extension would be approximately 2.2 miles in length and about 24-30 inches in width. This 2.2 mile extension would connect to an approximately 14 mile system of other single-track trails (Third Divide, First Divide trails), creating about 16 miles of continuous, technical single-track OHV trail opportunity, with side connections to additional single-track trails (Pauley Creek, Second Divide, Big Boulder trails). Brush clearing would be 8 feet wide (3 feet each side of the tread) and 10 feet in height.

The 4x4 trail section reroute would be approximately 600 feet in length and 12 feet in width. The overly steep section of 4x4 trail to be obliterated is approximately 300 feet in length and 12 feet wide. Brush clearing would be 18 feet wide (3 feet each side of the tread) and 10 feet in height.

D. Timeline for Project Completion

Attachments:

[Butcher Ranch Safety & Enhancement Project Timeline](#)

E. Location and Description of OHV Opportunities

The Butcher Ranch Safety and Enhancement Project is located in an integral section of a network of 45 miles (11 trails) of technical single-track OHV trails within remote forest settings north of Downieville and Sierra City, California; and west of Packer Lake Saddle and the Sierra Buttes within the Yuba River Ranger District of the Tahoe National Forest (TNF). The Butcher Ranch Trail connects to, or is within a short connection via dirt roads to, the following single-track trails that provide similar quality trail experiences: Pauley Creek; Second Divide; Big Boulder; Third Divide; First Divide; Downie River; Lavezzola; Empire Creek; Gilbralter; and Chimney Rock trails. In recent input to the Tahoe National Forest Travel Management Analysis from motorcycle enthusiasts, this network of trails has been referred to as the best system of technical, remote, single-track trails west of Idaho. This project would enhance this existing network of single-track OHV trails by lengthening it and making it safer for all of its users. The specific safety and enhancement project is located at the top end of the Butcher Ranch OHV Trail near the Packer Lake Saddle area, which is a common staging area for motorcyclists and mountain bikers.

The trail in this project also connects to, or is near to, a 48 mile network of 4x4 trails (19 trails) in the same general area that traverse high rugged mountains, peaks and terrain, including the beautiful Gold Valley area. Together the two OHV trail networks (single-track and 4x4) comprise 93 miles of quality OHV opportunities with numerous connections and loop options. In addition, the TNF OHV network described also connects to the OHV opportunities on the Plumas NF (Gold Lake OHV trails and camps).

Ample dispersed camping opportunities exist throughout the OHV trail network, as do developed camping opportunities just east of Packer Lake Saddle. Amenities such as restaurants, gas stations, and hotels are available to OHVers in the nearby towns of Downieville and Sierra City.

Additional Documentation

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1. Conceptual Drawings and Site Plans

Attachments:

[Butcher Ranch Safety & Enhancement Project
Example Small Water Course Crossing Hardening](#)

2. Land Tenure Certification

3. Project Specific Maps

Attachments:

[Butcher Ranch Trail Safety & Enhancement Map](#)

4. Optional Project-Specific Application Documents

Attachments:

[Butcher Ranch Trail Safety & Enhancement Project Photos](#)

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010
Agency: USFS - Tahoe National Forest
Application: Butcher Ranch Trail Safety & Enhancement Project (FINAL)

3/1/2010

Project Cost Estimate

FOR OFFICE USE ONLY:		Version # _____	APP # _____
APPLICANT NAME :	USFS - Tahoe National Forest		
PROJECT TITLE :	Butcher Ranch Trail Safety & Enhancement Project (FINAL)	PROJECT NUMBER (Division use only) :	G09-02-20-D01
PROJECT TYPE :	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"><input type="checkbox"/> Acquisition</div> <div style="width: 50%;"><input checked="" type="checkbox"/> Development</div> <div style="width: 50%;"><input type="checkbox"/> Education & Safety</div> <div style="width: 50%;"><input type="checkbox"/> Ground Operations</div> <div style="width: 50%;"><input type="checkbox"/> Law Enforcement</div> <div style="width: 50%;"><input type="checkbox"/> Planning</div> <div style="width: 50%;"><input type="checkbox"/> Restoration</div> </div>		
PROJECT DESCRIPTION :	<p>The Butcher Ranch Trail Safety and Enhancement Project is comprised of two proposed actions: 1) constructing approximately 2.2 miles of single-track (24-30 inches wide) trail extension, and; 2) constructing approximately 600 feet of 4x4 trail reroute and decommissioning 300 feet of existing overly steep (30% grade) 4x4 trail. The purpose and need for these projects are to: 1) increase the safety for users of the extremely popular Butcher Ranch Trail system; 2) improve trail user experience, and; 3) arrest erosion on a problematic section of trail.</p> <p>The single-track trail extension would be constructed by a combination of Forest Service personnel and volunteers using hand tools to maintain the desired narrow 24"-30" width. The trail is designed with sustained grades averaging about 6% and an undulating alignment that would create a self-draining trail. The small perennial stream crossings, and their approaches, would be hardened using paver blocks to mitigate erosion and sedimentation potential. Construction would be conducted through a combination of Forest Service personnel and volunteers (motorcycle and mountain bike) under Forest Service direction.</p> <p>The 600' of 4x4 reroute construction and 300' of obliteration would be implemented using a dozer. The reroute would be constructed to sustainable grades of 8%-12% slopes with incorporated rolling dips (undulating alignment), drastically reducing erosion potential and the need for maintenance. The old overly steep alignment would be uncompacted using rippers and blocked from use to re-establish infiltration, arrest erosion and facilitate revegetation.</p> <p>To complete this project, the Yuba River Ranger District will utilize volunteers and volunteer leader time as a match. Those volunteers will come from numerous groups, including: High Sierra Motorcycle Club, No Toil (motorcycle air filter company), Sierra Buttes Trail Stewardship (non-profit trail group), Downieville Outfitters, and the Nevada County Woods Riders. Volunteer activities include all aspects of trail construction including brushing and clearing of vegetation, tread construction, and the construction of rock walls along the trail.</p>		

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
DIRECT EXPENSES							
Program Expenses							
1	Staff						
	Other-OHV Project Mgr	45.000	400.000	DAY	13,200.00	4,800.00	18,000.00
	Other-Engineer	10.000	400.000	DAY	2,400.00	1,600.00	4,000.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010
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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Other-Trail Leader	65.000	260.000	DAY	16,900.00	0.00	16,900.00
	Other-Trail Crew (2)	130.000	140.000	DAY	18,200.00	0.00	18,200.00
	Other-Hydrologist	4.000	380.000	DAY	760.00	760.00	1,520.00
	Other-Volunteers	520.000	19.500	HRS	0.00	10,140.00	10,140.00
	Other-Volunteer Leaders	56.000	35.000	HRS	0.00	1,960.00	1,960.00
	Total for Staff				51,460.00	19,260.00	70,720.00
2	Contracts						
3	Materials / Supplies						
	Other-Turf Stones	400.000	6.460	EA	2,584.00	0.00	2,584.00
	Other-Pin Flags	600.000	0.120	EA	72.00	0.00	72.00
	Other-Recycled Straw Waddles	200.000	1.450	FT	290.00	0.00	290.00
	Other-wooden stakes	50.000	0.200	EA	10.00	0.00	10.00
	Total for Materials / Supplies				2,956.00	0.00	2,956.00
4	Equipment Use Expenses						
	Other-Vehicle Mileage	6000.000	0.450	MI	2,700.00	0.00	2,700.00
	Other-Power Wheelbarrow	15.000	35.000	DAY	0.00	525.00	525.00
	Other-Vehicle FOR	3.000	255.000	MOS	765.00	0.00	765.00
	Total for Equipment Use Expenses				3,465.00	525.00	3,990.00
5	Equipment Purchases						
6	Others						
	Other-Hand Tools	5.000	65.000	EA	325.00	0.00	325.00
7	Indirect Costs						

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010
 Agency: USFS - Tahoe National Forest
 Application: Butcher Ranch Trail Safety & Enhancement Project (FINAL)

3/1/2010

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Indirect Costs-Indirect Costs Salary	24.000	275.000	DAY	3,300.00	3,300.00	6,600.00
Total Program Expenses					61,506.00	23,085.00	84,591.00
TOTAL DIRECT EXPENSES					61,506.00	23,085.00	84,591.00
TOTAL EXPENDITURES					61,506.00	23,085.00	84,591.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2009/2010
Agency: USFS - Tahoe National Forest
Application: Butcher Ranch Trail Safety & Enhancement Project (FINAL)

3/1/2010

	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	51,460.00	19,260.00	70,720.00	
2	Contracts	0.00	0.00	0.00	
3	Materials / Supplies	2,956.00	0.00	2,956.00	
4	Equipment Use Expenses	3,465.00	525.00	3,990.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	325.00	0.00	325.00	
7	Indirect Costs	3,300.00	3,300.00	6,600.00	
Total Program Expenses		61,506.00	23,085.00	84,591.00	
TOTAL DIRECT EXPENSES		61,506.00	23,085.00	84,591.00	
TOTAL EXPENDITURES		61,506.00	23,085.00	84,591.00	

Environmental Review Data Sheet (ERDS)

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ITEM 1 and ITEM 2

ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? ☒ Yes ☐ No
(Please select Yes or No)

ITEM 2

- b. Does the proposed Project include a request for funding for CEQA and/or NEPA document preparation prior to implementing the remaining Project Deliverables (i.e., is it a two-phased Project pursuant to Section 4970.06.1(b)) (Please select Yes or No) ☐ Yes ☒ No

ITEM 3 - Project under CEQA Guidelines Section 15378

- c. ITEM 3 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? ☒ Yes ☐ No
(Please select Yes or No)
- d. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) ☐ Yes ☒ No
- e. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 4 – 10

ITEM 4 - Impact of this Project on Wetlands

The potential impacts to the environment from the proposed project were analyzed and the determinations documented in the Decision Memo for the construction of the Butcher Ranch Trail Single-Track Extension and 4X4 Reroute, signed on February 24, 2010. It was determined through this analysis that there would be no significant impacts to wetlands, navigable waters, and sensitive and species (including threatened and endangered species). Best Management Practices were developed for this project and would be implemented (i.e. perennial water crossing would be hardened with paver blocks to mitigate sediment delivery to the water course).

ITEM 5 - Cumulative Impacts of this Project

The potential impacts to the environment from the proposed project were analyzed and the determinations documented in the Decision Memo for the construction of the Butcher Ranch Trail Single-Track Extension and 4X4 Reroute, signed on February 24, 2010. It was determined through this analysis that there would be no significant cumulative impacts from the proposed project. The project is designed to mitigate safety hazards from expected increases in traffic.

ITEM 6 - Soil Impacts

The potential impacts to the environment from the proposed project were analyzed and the determinations documented in the Decision Memo for the construction of the Butcher Ranch Trail Single-Track Extension and 4X4 Reroute, signed on February 24, 2010. It was determined through this analysis that there would be no significant impacts to the soil resources. The project design includes gentle trail grades of 5-10% to minimize erosive forces. The trail is also designed to have an undulating alignment, creating a self-draining trail. The rerouting of an overly steep (>30%) 300 foot section of the existing 4X4 trail is designed to mitigate an ongoing erosion problem. The new alignment would undulate and have a sustained grade of 8-12%.

ITEM 7 - Damage to Scenic Resources

The potential impacts to the environment from the proposed project were analyzed and the determinations documented in the Decision Memo for the construction of the Butcher Ranch Trail Single-Track Extension and 4X4 Reroute, signed on February 24, 2010. It was determined through this analysis that there would be no significant impacts to the scenic resources. This project is not within the viewshed of any state scenic highway.

ITEM 8 - Hazardous Materials

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

ITEM 9 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ☐ Yes ☒ No

Discuss the potential for the proposed Project to have any substantial adverse impacts to historical or cultural resources.

DO NOT DELETE

ITEM 10 - Indirect Significant Impacts

The potential impacts to the environment from the proposed project were analyzed and the determinations documented in the Decision Memo for the construction of the Butcher Ranch Trail Single-Track Extension and 4X4 Reroute, signed on February 24, 2010. It was determined through this analysis that there would be no significant indirect impacts. This project is actually designed to mitigate anticipated indirect safety impacts caused by another necessary decision.

The Butcher Ranch Trail is part of a 14-mile, almost all single-track, trail network that starts at the 93-3 Road near Packer saddle and ends near the town of Downieville. This trail system is extremely popular with mountain bikers and experienced motorcyclists (has seen 20,000 users over a season). The beginning section of the existing Butcher Ranch Trail is a 4X4 trail and is an especially hazardous section of trail given the uses and mixed traffic. Its steep grade, width and alignment allows for very high rates of speed on segments with short sight distances. It is common for trail users to obtain speeds approaching 30 mph in sections. However, at these high rates of speeds sight distances are too short for safe mixed traffic (hikers, mountain bikers, motorcycles, ATVs, 4x4s), all of which use the trail and travel in both directions.

It is expected that OHV use on the existing 4X4 section of the extremely busy Butcher Ranch Trail will dramatically increase in the near future based on a Mixed Traffic Analysis recently conducted on the 93-3 Road, as part of the Tahoe National Forest Travel Management process. That analysis indicates that risks of serious accidents between OHVs and passenger vehicles on the 93-3 Road would be reduced by diverting the OHV traffic onto the Butcher Ranch 4X4 Trail. Therefore, OHV users traveling from the Sierra Buttes/Packer Saddle area to the popular Gold Valley OHV trails would need to use the Butcher Ranch 4X4 Trail. After the implementation of the proposed project, most mountain bike riders and motorcycle riders (a couple of hundred per day on weekends) would prefer and choose to take the single-track option and avoid the 4X4 section. Therefore, the new trail would be safer based on reduced speeds and less mixed traffic.

CEQA/NEPA Attachment

Attachments:

[Decision Memo Butcher Ranch Extension and Reroute](#)
[Butcher Ranch Trail Extension BMPs](#)

Evaluation Criteria

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1 Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is 3

(Note: This field will auto-populate once the Cost Estimate and Evaluation Criteria are Validated.) (Please select one from list)

- ☐ 76% or more (10 points)
☐ 51% - 75% (5 points)
☒ 26% - 50% (3 points)
☐ 25% (Match minimum) (No points)

2 Natural and Cultural Resources - Q 2a., 2b., & 2c.

2. Natural and Cultural Resources

- a. Natural and Cultural Resources: Species 5

Enter the number of special-status species that are known to occur in the Project Area

Number of special-status species 0

(Check the one most appropriate) (Please select one from list)

- ☒ No special-status species occur in Project Area (5 points)
☐ One to five special-status species occur in Project area (3 points)
☐ Six to ten special-status species in Project area (2 points)
☐ More than ten special-status species occur in Project area (No points)

b. Habitat

- b. Natural and Cultural Resources: Habitat 0

Potential Effects on special-status species habitat (Check the one most appropriate)

Special-status species habitat is known to occur in the Project Area (if YES, enter number of species).. (Please select Yes or No) ☒ Yes ☐ No

Habitat for special-status species known to occur in Project Area (enter number of species) 32

Reference Document

Decision Memo for the Construction of the Butcher Ranch Trail Single-Track Extension and 4X4 Reroute (signed 2/24/2010).

(Check the one most appropriate) (Please select one from list)

- ☐ No special-status species habitat is known to occur in the Project area (5 points)
☐ Habitat for one to five special-status species is known to occur in Project area (3 points)
☐ Habitat for six to ten special-status species is known to occur in Project area (2 points)
☒ Habitat for more than ten special-status species is known to occur in Project area (No points)

c. Cultural Resources

c. Cultural Resources 3

(Check the one most appropriate) (Please select one from list)

- ☐ Project would provide additional protection to cultural sites (5 points)
☐ Project area has no known cultural sites (4 points)
☒ Identified cultural sites in the Project area will not be affected (3 points)
☐ Project impacts to cultural sites will be mitigated (No points)
☐ Project has unavoidable detrimental impacts to cultural resources (No points, Project application will be returned to Applicant without further consideration)

Reference Document

Decision Memo for the Construction of the Butcher Ranch Trail Single-Track Extension and 4X4 Reroute (signed 2/24/2010).

3 Diversified Use - Q 3.

3. The Project is designed to provide for diversified OHV use 4

(Check all that apply) Scoring: 1 point each, up to a maximum of 6 points (Please select applicable values)

- | | |
|--|--|
| <input checked="" type="checkbox"/> ATV | <input checked="" type="checkbox"/> 4X4 |
| <input checked="" type="checkbox"/> M.C. | <input checked="" type="checkbox"/> Recreation Utility Vehicle (RUV) |
| <input type="checkbox"/> Snowmobile | <input type="checkbox"/> Dune buggy, rail |
| <input type="checkbox"/> Other (Specify) | |

Describe the nature of the facilities for each item checked above:

The proposed single-track trail extension would be 2.2 miles long, 24"-30" wide and would be part of a network of 45 miles (11 trails) of technical single-track OHV trails within remote forest settings, highly desired by motorcyclists and mountain bike riders. The 4x4 reroute would ensure sustained use of the Butcher Ranch 4x4 Trail for 4WD, ATVs, RUV, MC and other non-motorized users.

4 Publicly Reviewed Plan - Q 4.

4. Is there a publicly reviewed and adopted plan that supports the need for the Project? 5

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (5 points)

Identify plan

The Tahoe National Forest Land and Resource Management Plan (1990, as amended) for the Lavezzola Management Area (MA 005), which this trail is located, emphasizes "recreation opportunities on system trails by giving consideration to trail use and recreation experience of trail users in project planning." The Butcher Ranch Trail Safety & Enhancement Project was planned in an environmental analysis that included public input, and documented in the Butcher Ranch Trail Extension and Reroute Decision Memo signed February 24, 2010.

In addition, the current Tahoe National Forest Travel Management planning process, which has included extensive public input, review and comment, has directly influenced the need for this project. This project addresses safety concerns heightened by the expected redirecting of OHV traffic off of the 93-3 Road and onto the Butcher Ranch 4X4 Trail.

5 Recycled Materials - Q 5.

5. The Project makes substantial use of recycled content building materials such as 5

- Materials diverted from landfills
- Recycled plastic lumber

- Fly ash content concrete

(Check the one most appropriate) (Please select one from list)

☐ No (No points)

☒ Yes (5 points)

Explain 'Yes' response

There are few constructed materials on this trail construction project. However, recycled straw wattles would be used on the obliterated section of 4x4 to mitigate soil erosion. The pin flags used for construction staking would be reused after this project. The turf-stones that would be used to harden the perennial water crossings are made with fly ash content concrete.

6 Sustainable Technologies - Q 6.

6. The Project makes substantial use of sustainable technologies such as: 4

- Alternative fuel vehicles and equipment
- Repaving with permeable asphalt
- Renewable energy sources (e.g., solar, wind)
- Low volatile organic compound emission materials (e.g., paint, sealants, carpet)
- Practices that meet U.S. Green Building Council LEED Silver standard
- Water efficient landscaping
- Low-flow plumbing fixtures
- Utilizing local building materials

(Check the one most appropriate) (Please select one from list)

☐ No (No points)

☒ Yes (4 points)

Explain 'Yes' response

Locally available rock would be used for all rock wall sections of the trail.

7 Sustain Existing OHV Recreation - Q 7.

7. The Project is designed to sustain existing OHV Recreation 3

(Check the one most appropriate) (Please select one from list)

☒ Project directly improves or sustains existing OHV Opportunity (3 points)

☐ Project improves support facilities associated with existing OHV Opportunity (2 points)

☐ Project involves construction of a facility associated with new OHV Opportunity (No points)

8 Motorized Access - Q 8.

8. The Project improves facilities that provide motorized access to the following nonmotorized recreation opportunities 6

(Check all that apply) Scoring: 2 points each, up to a maximum of 6 points (Please select applicable values)

☒ Camping

☐ Birding

☐ Hiking

☐ Equestrian trails

☒ Fishing

☐ Rock Climbing

☒ Other (Specify) [Mountain Biking]

9 Public Input - Q 9.

9. The Project was developed with public input employing the following 2

(Check all that apply) Scoring: 1 point each, up to a maximum of 2 points (Please select applicable values)

- ☐ Publicly noticed meeting(s) with the general public to discuss Project (1 point)
☒ Conference call(s) with interested parties (1 point)
☒ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

In the summer of 2009 the project manager called and met with potential partners and interested parties (Motorcycle clubs and interests, and mountain bike clubs and mountain bike shops) specifically to have the partners ground review the specific alignment and to gain their input for the proposed project.

10 Utilization of Partnerships - Q 10.

10. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 4

(Check the one most appropriate) (Please select one from list)

- ☒ 4 or more (4 points) ☐ 2 to 3 (2 points) ☐ 1 (1 point)
☐ None (No points)

List partner organization(s)

High Sierra Motorcycle Club, No Toil (motorcycle air filter company), Sierra Buttes Trail Stewardship (non-profit trail group), Downieville Outfitters, Nevada County Woods Riders.

11 Primary Funding Source - Q 11.

11. Primary funding source for future operational costs associated with the Project will be 3

(Check the one most appropriate) (Please select one from list)

- ☐ Applicant's operational budget (5 points)
☒ Volunteer support and/or donations (3 points)
☐ Other Grant funding (2 points)
☐ OHV Trust Funds (No points)

Explain checked statement

Sierra Buttes Trail Stewardship already maintains the Butcher Ranch Single-Track Trail under an Adopt-A-Trail agreement with the Forest Service. The new trail extension would be maintained under this same agreement.

12 Offsite Impacts - Q 12.

12. Offsite impacts relative to the Project Area (e.g., sound, fugitive dust, runoff) have been addressed: 4

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (4 points)

Explain 'Yes' response

Perennial drainage crossings would be designed to minimize the length of trail that drains into the water course, plus they would be hardened with turf stones to minimize any sediment delivery to the water course.

13 Riparian/Wetland Issues - Q 13.

13. Does the Project Area contain Riparian/Wetland issues? 0

(Check the one most appropriate) (Please select one from list)

- ☐ No (10 points) ☒ Yes (if yes - respond to item below)

The Project utilizes the following techniques to prevent damage to, or restore Riparian/Wetland areas
2

(Check all that apply) (Please select applicable values)

- ☐ Re-routes to divert trails away from Riparian/Wetlands areas (2 points)
- ☒ Well documented evaluation and monitoring strategies (list reference document) (2 points)
- ☐ Provide bridges instead of wet crossings (2 points)
- ☐ Provide sanitary facilities (2 points)
- ☐ Restrict public vehicular access in Riparian/Wetland areas by placing physical barriers (e.g., gates, fences, bollard, boulders) (2 points)

Reference Document

Decision Memo for the Construction of the Butcher Ranch Trail Single-Track Extension and 4X4 Reroute (2/24/2010) and project Best Management Practices.